

Canaport LNG Project

Canaport Community Environmental Liaison Committee (CCELC)

Minutes of Meeting CCELC # 94
Tuesday, 19 August 2015
Jervis Bay Legion, Saint John, NB
Meeting 6:00 pm –8:35 pm

APPROVED

Committee Present:

- Armstrong, Carol Resident
- Dalzell, Gordon SJ Citizens Coalition for Clean Air
- Debly, Teresa Resident
- Forsythe, Fraser Co-Chair (Canaport LNG)
- Johnston, Jan Resident
- McNeil, Pam Resident
- Thompson, David H. Member

Committee Absent:

- Perry, Yvonne Resident
- Silliphant, Craig ACAP
- Turner, Rick Saint John Board of Trade

Resources:

- Caines, Crystal Fundy Engineering
- Johnstone, Sheryl NBDELG
- O'Brien, Kevin City of Saint John

Observers:

- 1 observer

OPENING REMARKS:

The meeting commenced at 6:00 pm with Fraser Forsythe welcoming everyone, and introducing approvals engineer, Sheryl Johnstone from the Department of the Environment.

David Thompson noted the passing of Mrs. Alice Brown, and wanted to acknowledge her commitment to the committee and her regular attendance at the CCELC meetings.

(1) DEPARTMENT OF THE ENVIRONMENT & LOCAL GOVERNMENT (NBDELG) PRESENTATION ON THE APPROVAL TO OPERATE

A presentation on Canaport LNG's Approval to Operate (ATO) was presented by Sheryl Johnstone. The presentation included slides on the approval summary, history of the permitting process of the Terminal, description of the Terminal as included within the ATO, and the Terms and Conditions of the ATO. The following questions and discussions points were raised through the course of the presentation.

Q1 (David Thompson): Did the initial Environmental Impact Assessment (EIA) approval include the flare stack?

A1 (Fraser Forsythe): No, the initial EIA included a vent. Changing the vent to a flare required approval from the Department of the Environment. This occurred during the construction phases of the project.

Q2 (David Thompson): Does the National Energy Board (NEB) have any jurisdiction on the pipeline?

A2 (Fraser Forsythe) The pipeline within the Terminal's boundaries (inside the fence) is authorized under our Approval to Operate (ATO). NEB does not have any jurisdiction on the pipeline within the fence.

A discussion ensued about the different types of ATO classes, and a hand-out was circulated to the members outlining the different class types. A copy of the handout is included within the minute's package.

Q3 (Gordon Dalzell): A class 2 facility would not fall under public participation for renewals, is that correct?

A3 (Sheryl Johnstone): Correct.

Gordon indicated it was unfortunate that a public review was not part of the latest Approval to Operate process for the Terminal.

The following motion was made by David Thompson:

Motion 94-1: The committee would like to formally recognize that there is a necessity for more opportunity for public dialogue and open face to face consultations for regulatory reviews.

Gordon Dalzell seconded the motion, and all members present were in favour. Motion carried.

Another motion was made by Gordon Dalzell:

Motion 94-2: The committee requests under a Class 1 & 2 approval, that a condition of approval is that a community liaison committees be formed under the minister's guidance and direction, and the minister shall solicit for participant selection for the members of the committee

Pam McNeil seconded the motion, and all members present were in favour. Motion carried.

Fraser Forsythe, as co-chair, will draft a letter to the Department of the environment calling out the above motions.

Q4: Were the flaring conditions within the ATO added before or after the incident?

A4 (Sheryl Johnstone): After.

Q5 (David Thompson): How can you tell the migration of the birds and when it commences?

A5 (Fraser Forsythe): We have consulted the Cornell University website, which looks at weather forecasts to estimate predictions for migratory bird routes, and correlates that with field observations when and where available. From such information we've been able to glean times of year when predominant migrations occur. During construction, mitigative measures were implemented to reduce impact to birds which included site surveys with Hank Diechman to ensure no nesting species prior to cutting trees.

(Fraser Forsythe). We employ a number of measures to reduce flaring including scheduling maintenance events which are known to require flaring outside of the migratory bird season. Thus we can minimize the flaring to the extent possible; however, this does not preclude equipment failure resulting in the requirement to flare. The safety requirement to flare will predominate everything else.

Q6 (Gordon Dalzell in reference to baseline sound levels): Who sets the baseline noise levels at 45/55 dB(A)? Can we find out where the 5 dB(A) allowable increase over baseline noise (background) comes from?

A6 (Fraser Forsythe): Stantec did background testing prior to construction and operation of the Terminal.

Action 95-1: Determine where the '5 dB(A) allowable increase over background levels' comes from

Q7 (Teresa Debly): When there is non-compliance (in regards to sound), what is the penalty?

A7 (Sheryl Johnstone): Typically, there are no penalties as we try to work out why there is an increase in noise and try to remediate the issue.

Q8 (Teresa Debly): Has there even been any Department issued penalties?

A8 (Sheryl Johnstone): Not that I am aware of.

Gordon Dalzell indicated that he is aware of a form in which two people can formally make a complaint that can launch an investigation.

Action 95-2: Gordon to find out more information on formally making complaints with the government to launch an investigation

Q9 (Gordon Dalzell): Are the monthly monitoring reports available to the public? How do we access them?

Fraser commented that the summary provided in the annual monitoring presentation includes all the data that would have been included in the reports.

A9 (Sheryl Johnstone): You could access them through the Right to Information Act.

Q10 (David Thompson): Does the approval cover crude oil unloading at the Jetty as well?

A10 (Sheryl Johnstone): Yes, during maintenance activities on the monobuoy.

Q11 (Gordon Dalzell): How do you separate the Canaport LNG Terminal and the Canaport Crude Terminal?

A11 (Fraser Forsythe): The fence line between the two properties.

Q12 (Teresa Debyl): How come the community liaison committees are not mandated in the Approval to Construct and / or Approval to Operate?

A12 (Sheryl Johnstone): Usually by the time the project is up and running, there shouldn't be too many issues. It would normally be outside of the mandate of the Approval to Operate Certificates.

Gordon Dalzell made a comment that he would like to see these types of committees mandated in the Approval to Construct and Operate Certificates.

(2) REVIEW & APPROVAL OF MINUTES FROM MEETING #93

The minutes of meeting # 93 were reviewed and approved with no changes, moved by David Thompson, seconded by Pam McNeil.

(3) BUSINESS ARISING FROM PREVIOUS MEETINGS

93-1 Fraser to follow-up with TransCanada Representatives on attending next CCELC meeting as observers

Pending. TransCanada representatives were not invited to this meeting as DELG were due to attend and present to the committee. Will continue to communicate with TransCanada to schedule their attendance at future meeting.

Action 94-3: Fraser to follow-up with TransCanada Representatives on attending next CCELC meeting as observers

93-2 Invite Sheryl Johnstone to attend an upcoming CCELC meeting to review the ATO requirements.

Completed.

93-3 Include 'years of service for members' within the 2015 CCELC Annual report

This action will be placed on a 'parking lot' action items to be completed at a later date.

93-4 Redistribute approved as revised copies of annual report to CCELC members

Completed.

93-5 Canaport LNG to inquire on programs that would support migratory birds

Canadian Wildlife Services suggested reaching out the following groups and organizations for migratory bird programs: Bird Studies Canada, Point Lepreau Bird Observatory, and Important Bird Areas Canada. Canaport LNG will review to determine if able to support the activities of such groups.

93-6 Canaport LNG to coordinate with ALERT on future presentations

Looking to coordinate for a fall meeting.

Action 94-4: Canaport LNG to coordinate with ALERT on future presentations in the fall.

93-7 Canaport LNG to encourage employees to use Bayside Drive and observe speed limits.

This issue was passed along to management at Canaport LNG. Jan Johnston indicated there was more reckless driving witnessed where a car passed 4 vehicles on a double line.

Carol Armstrong indicated there was no stop sign at the bottom of Bayside Drive as you come into the Terminal. Fraser indicated that it got knocked down in the winter, and put it back up, but must have fallen back over.

Action 94-5: Canaport LNG to notify appropriate personnel that the sign requires fixing at the bottom of Bayside Drive

Jan Johnstone indicated that the Hewitt Road Sign is missing from the post.

Action 94-6: Kevin O'Brien to address the city to inform of missing sign from post

(4) UPDATES

NBDELG Update (Cathy Dubee)

Cathy Dubee was not in attendance at the meeting, but passed along a report indicating there were not incidents that had occurred at the Terminal since the last meeting. Cathy did indicate that there had been an odour complaint in the area that they are currently investigating however, it may be from a source other than the LNG Terminal.

Canaport LNG Update

The following site highlights were given by Fraser Forsythe:

- ongoing maintenance projects are underway, including changing of hydraulic cylinders on LNG arms
- sealant surfacing and painting on the tops of the tanks
- modifications to couplings on end of crude arm
- re-certification testing for Pressure Safety Valves in compliance with operating standards
- conducting repair on piping insulation
- deploying oil boom for testing and inspection
- annual cathodic inspection

(Fraser Forsythe) The oil containment booms are designed to circle the jetty head and ship if there is a spill. Before ships even begin to pump off, we deploy a smaller boom under jetty and attach to the ship in the area of the oil transfer manifold as a preemptive protection measure.

Q13 (Teresa Debly): Can we get the specifications for using the oil booms?

Action 94-6: Canaport LNG to provide specifications for oil boom usage

Q14 (Carol Armstrong): What are the two big tractor trailers coming on site for?

A14 (Fraser Forsythe): They are transporting nitrogen from Montreal. We are purging on the Jetty head associated with the work on the unloading arms. Nitrogen is forced in as an inert gas to sweep all flammable gases from the arms. We do have some nitrogen on site, but it wasn't enough to complete this type of job.

(Fraser Forsythe) There are no updates on the CEAA registrations. The proposed Liquefaction project has yet to be registered.

Q15 (Teresa Debly): Are there other Liquefaction Terminals being proposed in Canada?

A15 (Fraser Forsythe): Yes, there is Bearhead and Goldboro in Nova Scotia on the east coast, and various others on the West coast. Canaport LNG will advise the committee upon registering the document with CEAA.

Q16 (Teresa Debly in reference to 'crack spread of LNG'): Is it possible to show quarterly trends in LNG over the last 10 years?

Action 94-7: Present quarterly pricing trends of LNG over the last 10 years for committee reference

MEMBER STATEMENT:

Gordon Dalzell expressed his disappointment in the Red Head Marsh restoration project. Fraser provided a bit of a history of the Red Head Marsh, and that the intent was to restore the marsh back to a salt water marsh through the removal of the dam. DFO had recognized the dam structure was built too high, and as a result, it became more of a freshwater system that may have been good for the ducks but not the fish. Occasionally, salt water would rise over the dam, which suffocated freshwater organisms. Canaport LNG funded Ducks Unlimited to remove the barrier as per DFO permits and approvals.

Jan Johnston shared her story of her husband's Swiss army knife (provided by Canaport LNG) that freed a tangled loon.

Action 94-8: Fraser to check to see if any more Swiss army knives are available for committee members as per committee's request

MEETING ADJOURNED: 8:35 PM

NEXT MEETING DATE: WEDNESDAY SEPTEMBER 16TH, 2015

LOCATION: Jervis Bay Legion, 1016 Bayside Drive

ENCL:

Approvals to Operate Classifications Handout

TABLE OF ACTIONS / RESPONSIBILITIES

Action #	Action Item	Responsible Party	Due Date
94-1	Determine where the '5 dB(A) allowable increase over background levels' comes from	Fundy Eng	Next Mtg
94-2	Gordon to find out more information on formally making complaints with the government to launch an investigation	Gordon Dalzell	Next Mtg
94-3	Fraser to follow-up with TransCanada Representatives on attending next CCELC meeting as observers	Fraser Forsythe	Next Mtg
94-4	Canaport LNG to coordinate with ALERT on future presentations in the fall	Fraser Forsythe	Fall
94-5	Canaport LNG to notify appropriate personnel that the Stop sign requires fixing at the bottom of Bayside Drive	Fraser Forsythe	Next Mtg.
94-6	Kevin O'Brien to address the city to inform of missing sign from post	Kevin O'Brien	Next Mtg
94-7	Present quarterly pricing trends of LNG over the last 10 years for committee reference	Fundy Eng	Next Mtg
94-8	Fraser to check to see if any more Swiss army knives are available for committee members as per committee's request	Fraser Forsythe	Next Mtg

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PARKING LOT - TABLE OF ACTIONS

Action #	Action Item	Responsible Party	Due Date
93-3	Include 'years of service for members' within the 2015 CCELC Annual report	Fundy Eng.	Spring 2016